



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

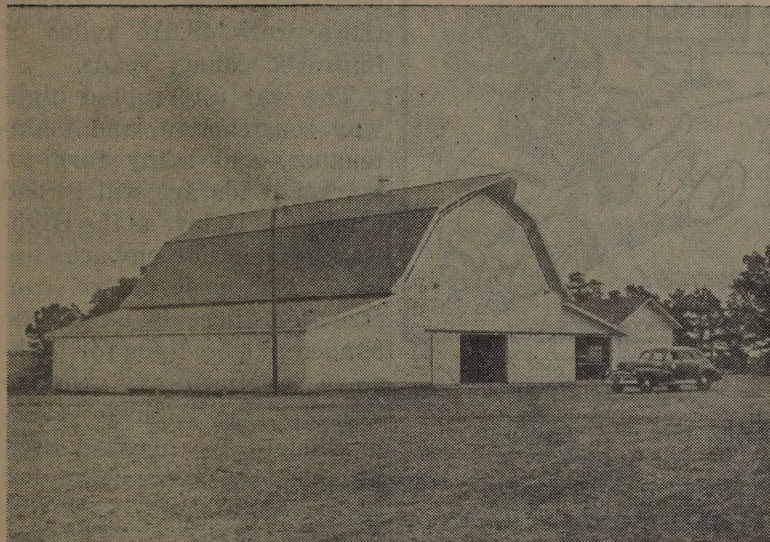
Sec. 562, P. L. & R.
U. S. POSTAGE
PAID
Raleigh, N. C.
Permit No. 205

Vol. 4—No. 10

RALEIGH, N. C.

Friday, May 28, 1948

NEW BARN AT CARY FARM



Shown above is the newly-constructed barn used for work animals at the Cary Prison Farm. Mules are housed in this structure, while a similar building, completed last year, is used to house the dairy herd. All of the buildings at the farm have recently been either rebuilt or renovated. (Photo by W. K. Mingis, Prison Bureau of Identification.)

Construction Of Four New Prison Camps Reported Progressing Despite Shortages

Raleigh. — Despite shortages of critical materials and unscheduled delays, construction of four new prison camps—one each in Nash, Carteret, Hertford and Sampson counties—is steadily going ahead, according to Bridge Engineer T. B. Gunter, Jr.

Low bids on the four projects, received by the State Highway and Public Works Commission on March 23, total \$319, 982.03 for the complete jobs. Private contractors are in charge of the jobs, and supervision of the progress being made lies under the jurisdiction of the Bridge Department.

At the Hertford camp, according to the latest progress report available, work done on prisoners' quarters includes the casting of concrete footings and the construction of brick walls up to floor level. In Carteret county, the footings have also been cast and the walls constructed up to floor level, and an excavation for a boiler house has been made in addition. In Sampson excavation has been begun for pipe tunnels, footings cast for the prisoners' quarters, and construction has begun on a pump house and a boiler house. In Nash, the founda-

(Continued on page three)

PRICE TRENDS AND SUPPLY

BY R. G. KING
Purchasing Department

For the past few weeks there has been a strangely mixed situation in business sentiment over the country. Business activity is setting new records while some industries are complaining about lack of orders.

What seems apparent is that business started to move into a mild period of adjustment a couple of months ago. There was some cancelling of orders; some kinds of goods began to pile up as consumers took a more conservative attitude in buying. Where there was caution in business buying, there is a bit less caution. Some industries were thinking of postponing expansion and improvement plans; now, they are going ahead—building activity everywhere seems to be in a marked seasonal rise.

According to reports, the revival of the boom this time will be different than the revival that occurred in 1947 under somewhat similar circumstances.

Except for automobiles and farm
(Continued on page three)

May Prison Escapes Lowering Record Set During March, April

Raleigh.—The State Prison Department's record of escapes, at a low point for six years at the end of March, and only slightly higher for April, has been rapidly shattered during May.

On May 17, a group of six prisoners working on a Yancey county road gang in the vicinity of Burnsville attacked their guard, knocked him to the ground with a rock, stole the gun and pistol with which he was armed, and made their getaway in a stolen automobile. Involved in the escape were Douglas F. Henson, 26, of Lenoir, serving 3-5 years for breaking, entering and larceny; Reubin Thomas, 37, of Indian Trail, serving 10 years for breaking and entering; Bennie Reynolds, 23, of Macon, Georgia, serving 7-9 years for breaking and entering; Pearlie Miller, 21, of Hudson, New Hampshire, serving 25-30 years for robbery with firearms; George Brown, 17, of North Wilkesboro, serving 10-15 years for assault with intent to commit rape; and Blake Styles, 39, of Celo, serving 15-24 months for destruction of property and cruelty to animals.

Three days after the escape, on May 20, Henson and Brown were apprehended by local officers in the vicinity of Asheville.

On May 18, one day after the six-man escape, Hughie McLamb, 25, of Greensboro, serving 2-5 years for forgery; and Marvin C. Thomas, 32, of Kannapolis, serving 9-10 years for larceny from the person, escaped for a Chatham county road gang, stealing a car which they subsequently abandoned near Lillington.

Commenting on the increase in the number of escapes in May, prison officials noted that warmer weather usually brought an increase in the number of escapes every year, and cited the difficulty of entirely preventing escapes from the State's prison population of more than 7,500 persons with the limited supervisory personnel available to the prison system.

Official records of the Prison Department indicate that, as of May 25, a total of 22 prisoners had escaped from penal institutions, and a total of 13 recaptures were reported during the same period.

Accidents In April Show Increase Over Lower March Record

Raleigh.—Totaling 123, the number of accidents in which highway employees were involved during the month of April showed a substantial increase over the low record of 85 during March, Safety Director James P. Dodge has reported.

For the past month, the safety report shows, there were 29 equipment accidents, 81 minor injuries, and 13 lost-time injuries. Included in the total number of mishaps were 21 eye injuries, the largest number in any single month since the Highway Commission inaugurated its formal safety program.

Summarizing the April safety record, Dodge states in his report: "The Fifth Division is in first place, having achieved a very good record of no injuries for the month and only one equipment accident.

(Continued on page four)

Report Is Published On Traffic Findings From Oxford Survey

Oxford.—Results of an origin-destination traffic survey completed here in March by the State Highway and Public Works Commission have been assembled in the form of an official report, which is now being studied with a view toward relieving certain traffic problems.

During the course of the survey, 9,060 interviews of motorists entering or leaving Oxford were made, and each driver of a vehicle was asked for point of origin, destination, and purpose of his trip. Of the total number of trips being made by motorists in the area, the survey workers found that 60.3 per cent of the total had destinations outside of Oxford in Granville county, while 27.5 per cent of the total number of destinations were in adjoining counties. The greater portion of traffic in and around Oxford was found to be of the short-trip type. Of the total number of vehicles passing through the town, approximately 25 per cent did not make a stop.

In summing up the findings obtained in the traffic survey, the official report states: "To best serve the major through movement, and remove unnecessary traffic from the
(Continued on page three)

NORTH CAROLINA
HIGHWAYS & PUBLIC WORKS
Vol. 4 May 28, 1948 No. 10

PUBLISHED BY THE
NORTH CAROLINA STATE HIGHWAY
& PUBLIC WORKS COMMISSION
STATE HIGHWAY BUILDING,
RALEIGH, N. C.

T. C. Wagstaff, Editor

Published semi-monthly by the State Highway and Public Works Commission in the interest of its employees and other citizens who are interested in the activities falling under the jurisdiction of the Commission. Sent free upon written application.

ABOUT SURPLUSES

Perhaps the most widely-used, and widely misused, word now current in discussions of North Carolina's governmental affairs is the word "surplus," which by its very utterance seems to convince the average citizen that the State of North Carolina has unlimited financial resources at its disposal and can undertake a complete and far-reaching expansion in all of its public services.

In particular, the State Highway and Public Works Commission is occasionally accused of harboring a "surplus" of funds which, for some unexplained reason, it does not choose to apply to the construction or improvement of roads. Under the present administrative policies of the Highway Commission, however, such a state of affairs cannot possibly exist.

The plain fact is this: the State Highway and Public Works Commission is now spending ALL of the revenue which it currently receives upon the roads. During the calendar year 1947, the administration of the Highway Commission received in revenue approximately \$60,000,000 for road purposes. This entire amount it proceeded to spend upon the roads. The results of this considerable expenditure will be apparent to anyone who travels widely throughout the State and observes closely the condition of the main highways and the

secondary roads.

Despite the availability and the expenditure of \$60,000,000 in 1947, the State Highway and Public Works Commission has not been able to provide a perfect solution to every road problem with which every Tar Heel citizen is faced. The sum of \$60,000,000 is a mere drop in the bucket as compared with the staggering sum which would be required to place every one of North Carolina's 62,000 miles of public roads in perfect condition.

The State Highway and Public Works Commission has never promised to provide North Carolina with a perfect system of roads, nor should the State's citizens expect such a system in the near future. What the Highway Commission has pledged itself to do is to get the maximum amount of benefits out of every dollar of revenue which comes its way. Increasing progress has been made along this line, and progress will continue to be made as long as the Commission follows this policy, which is the only reasonable one open to it.

EDITORIAL COMMENT

NORTH CAROLINA HIGHWAY HISTORY

At the end of the 18th century, horseback was still the best means of travel. A man with a good horse could average 35 miles a day, passing through rivers, swamps and marshes that would have halted any vehicle. Four-wheeled wagons drawn by two to four horses carried the produce of planters and the wares of merchants . . .

In the early 19th century there were regular (stage-coach) lines connecting all important towns, . . . A letter to Governor Morehead, in 1849, complains that the cost of a journey from Charlotte to Goldsboro, 210 miles, is \$23, while in Georgia or South Carolina the same distance

"TAKE IT EASY"



could be covered for \$5. . . .

—North Carolina: A Guide to the Old North State.

The horse and wagon days came towards their end in the first quarter of the 20th century. In 1901 a Southern Railway Good Roads Train included Asheville in its itinerary and a roads convention was held here. Ten years later the Legislature appointed a central highway committee to obtain county co-operation in building a highway from Morehead City to the Tennessee Line—US 70 being today's result.

Modern highways came with the automobiles. In 1913 there were 10,000 motor vehicles in the State. Six years later there were 109,000 motor vehicles and the sentiment in favor of good roads eventually abolished the old county unit system of building and repairing roads.

Important road chronology in North Carolina runs as follows after 1919 when the Legislature voted large sums to meet the Federal allotments. In 1921 — the State accepted sole responsibility for construction and maintenance of hard-surfaced highways to connect all county seats, and a bond issue of \$50,000,000 was authorized, gasoline taxes and license fees to provide the liquidating fund. In eight years a primary system of 7,500 miles was built, all main routes being con-

structed of concrete or asphalt. In 1933 the State assumed responsibility for the secondary road system of about 4,500 miles. In 1938 the State Highway System included 10,762 miles of numbered highways, and besides there were 48,216 miles of improved county roads.

The war interrupted highway construction, and maintenance, and many farm-to-market roads are still in bad condition. Today, as the Highway Commission embarks upon a new program of construction there is almost no bonded indebtedness for highways hanging heavy over the heads of the Highway Commissioners. The highway light has changed again from red to green.—Asheville Citizen-Times.

Today's Chuckles

Bill: "I like your form."

Sadie: "Must we go all over that again?"

* * *

Josh: "How are the roads in this section?"

Mr. Jones: "Fine. We've abolished bad roads."

Josh: "Big job wasn't it?"

Mr. Jones: "Not at all. Wherever the going is especially hard we don't call it a road." We call it a detour."

* * *

Ted: "Are you angry?"

Susie: "No."

Ted: "You haven't spoken for half an hour."

Susie: "Didn't have anything to say."

Ted: "Do you always keep quiet when you have nothing to say?"

Susie: "Yes."

Ted: "Gosh! Will you marry me?"

"So you're going to take my daughter from me without any warning?"

"Not at all, sir. If there is anything about her you want to warn me of please tell me."

* * *

Psychiatrist: "So you think you are actually sane now. If we give you your liberty, will you leave liquor and women alone?"

Inmate (former skinner): "I sure will."

Psychiatrist: "You'd better stay here. You're still crazy!"

PRICE TRENDS

(Continued from page one)

machinery, shortages in consumer goods have almost disappeared. Recently, more goods were offered on our request for bids for wearing apparel and foods than at any time since the beginning of the war. However, prices are as high and in most instances even higher than a few months ago.

The automobile industry's only problem is production. Everywhere in the country the demand for new cars is as strong as ever. The same is true for all types of farm machinery. However, factories making small motors have made the turn within a year from scarcity to plenty. Makers of radios and lighting fixtures find themselves approaching the same plight.

Specialty manufacturers also are running into sales troubles. There is also a smaller demand for bearings, piston rings, tires and electrical attachments for automobiles. Producers of medal-working machinery and containers have caught pretty well up with back orders.

Coal and oil production probably will lag behind demand. Spring work stoppage in coal mines means that coal output will be slightly less than in 1947, and will be much lower if a strike occurs this summer, as threatened. Oil production is at an all-time high, but spot shortages in gasoline and fuel oil are still anticipated.

REPORT

(Continued from page one)

down-town section, it is obvious that a location cutting across the southeast corner of the town, connecting U.S. 15 S. and U.S. 158 E. would be most desirable. — It would be well to consider the aspects of a long-range plan at this time, and to entail the necessary rights-of-way for the eventual fulfillment of such a plan."

Work on the traffic survey here was directed by James S. Burch, the field work was in charge of W. Dunlop White, the analysis was made by L. V. Jay, and maps and charts included in the report were drawn up by A. E. Bevacqua.

CONSTRUCTION

(Continued from page one)

tion for the guards' quarters has been completed and the building has been framed. For the prisoners' quarters, the foundation has been laid and the brick walls raised to floor level, while kitchen, laundry and boiler house foundations have also been completed.

Specifications Advertised On 31 Projects
Covering 171.5 Miles In May 27th Letting

Raleigh, May 13. — The State Highway and Public Works Commission today advertised specifications on 31 road projects covering 171.5 miles in 21 counties in preparation for a letting scheduled to be held on May 27.

Comprising the total list of 30 projects are 11 Federal-aid and 19 State Betterment jobs, with heaviest emphasis placed upon bituminous surfacing work. Cost of the work has been estimated at \$2,852,700.00

Projects to be included in the letting are:

Federal-aid

Craven—Sand asphalt surfacing of 8.62 miles from US 70 in Dover to NC 55 near Fort Barnwell.

Craven—Sand asphalt surfacing of 5.75 miles on US 70 from end of wide pavement in New Bern to NC 55.

Sampson—Grading, surfacing and structures of .93 miles on NC 24 at Big Creek, Little Coharie Creek, Bearskin Swamp and Great Coharie Creek.

New Hanover—Moving buildings, grading and bituminous surfacing of 1.58 miles from Greenfield Street north along Third Street to Dawson Street and east along Dawson Street to 17th Street in Wilmington.

Orange—Grading, bituminous surfacing and structures of 4.95 miles from a point approximately 2.8 miles southwest of NC 86 to a point just northwest of Orange Grove.

Alexander—Grading, bituminous surfacing and structures of 5.51 miles on NC 127 from north end of Catawba River Bridge north approximately 1.16 miles from a point approximately 3.26 miles north of end of Catawba River Bridge north 4.35 miles.

Moore — Grading, bituminous surfacing and structures of 10.63 miles from US 501 in Carthage southeast to US 1 in Vass.

Caldwell—Grading, bituminous surfacing and structures of 3.06 miles from a point on NC 18 near city limits of Lenoir southwest to a point 1.1 miles southwest of west city limits of Lenoir.

Davie — Bituminous surfacing of 3.5 miles on NC 801 from a point .3 miles north of Advance through Advance to a point 3.2 miles south of Advance.

Buncombe—Grading and structures of 3.37 miles on US 19 and US 23 from a point on Haywood Street in Asheville east crossing French Broad River to a point on Patton Avenue.

Lincoln—Grading, bituminous surfacing and structures of 2.96 miles from a point in Cat Square east to Union School.

State Betterment

Perquimans—Widening and bituminous resurfacing of .95 miles from end of Project 1-700 in Hertford along Grubb Street to intersection with US 17.

Craven—Sand asphalt surfacing of 10 miles on US 70 from a point 4.5 miles east of Dover east 10 miles.

Lenoir—Sand asphalt surfacing of 5.50 miles from NC 11 at Deep Run to US 258 at Woodington.

Brunswick—Sand asphalt surfacing and structures of 7.82 miles from a point four miles south of intersection of US 17, 74 and 76 south to a point north of Lilliput Creek, 12 miles north of Southport.

Guilford—Bituminous surfacing of 4.02 miles for resurfacing in and around Greensboro.

Guilford—Bituminous surfacing and bitu-

minous retreatment of 2.61 miles in and around Greensboro.

Rockingham — Grading and bituminous surfacing for widening of 2.14 miles on US 220 beginning at Market Street in Madison and following US 220 to Main Street in Mayodan.

Rockingham — Bituminous surfacing of 5.80 miles on Mayodan-Leaksville road from Shiloh church west 5.8 miles toward Mayodan.

Surry—Bituminous surfacing of .91 miles on US 52 in Mt. Airy and Pilot Mountain.

Catawba—Bituminous resurfacing of 6.02 miles on US 70 and NC 127 in Brookford, Longview, Hickory, and on NC 127 between Hickory and Brookford.

Alexander-Iredell — Bituminous resurfacing of 7.94 miles in Mooresville, Statesville and Taylorsville.

Robeson—Sand asphalt surfacing of .53 miles on NC 11 at approaches to Big Swamp bridges.

Mecklenburg — Bituminous retreatment of 12.49 miles on US 21 from a point near north city limits of Davidson through Davidson, Cornelius, and Huntersville.

Mecklenburg — Bituminous surfacing of 7.40 miles from Beatty Ford road at Gilead Church to end of present pavement near Huntersville, and from a point on Nowell-Hickory Grove road to Robinson Church.

Catawba — Bituminous resurfacing of 13.98 miles on NC 16 and US 321 in vicinity of Conover and Newton.

Alexander—Bituminous surfacing of 6.1 miles from Pauls Payne's store to Iredell county line.

Catawba—Overhaul and bituminous surface treatment of 14.30 miles from NC 10 southeast 8.6 miles toward Terrill-Murray Mill road and from US 70 to Lookout Dam bridge.

Iredell—Bituminous surfacing of 6.50 miles from US 21 at Oswalt to Rowan county line via Amity Hill.

Lincoln—Overhaul and bituminous surfacing of 5.40 miles from NC 27 south to US 321 near High Shoals.

Scotland—Sand asphalt surfacing of .32 miles on approaches to bridge and on culverts located on US 15-A between Laurinburg and Wagram.

Do You Know?

1. Highway, Road Fork, Roads End, Cross Roads—they're all post-offices. Can you place them?

2. How many postoffices are operated by the U. S. Post Office Department?

3. Final 1947 motor-vehicle registration figures were released last month, and in only two states was the number of motor vehicles less than 100,000. Do you know what states they were? They are a little more than 2,000 miles apart.

4. Motor-vehicle registrations in 1947 for the country as a whole were 10.2 per cent higher than in 1946. Do you know which state had the lowest and which the highest percentage gain?

5. Do you know what the "man-and-flag act" was?

For Answers,
Please turn to page four.

Division Roundup

EIGHTH DIVISION

Joshua Cloy Winkler, Maintenance Supervisor, Lenoir, N. C., was claimed by death on April 28th. He had worked on April 27th, and was stricken with a severe heart attack at his home that night about 10 o'clock. He was rushed to a Lenoir hospital where he died early next morning.

"Wink" had just rounded out twenty-five years of faithful and efficient service with the Commission, having served in various capacities on engineering parties, Foreman on maintenance, Superintendent of construction, and for the past several years as Maintenance Supervisor.—J. H. Council, Reporter

FIRST DIVISION

Principal Accounting Clerk Otis Banks has received from Principal General Clerk T. F. Savage the following letter:

Halifax, N. C.

May 14, 1948

Mr. Otis M. Banks

Raleigh, N. C.

Dear Mr. Banks:

Please refer to yours of April 29, 1949 regarding sale of dogs from Caledonia Farm by our Mr. Pless. I wish to advise that I have investigated this matter thoroughly and wish to state herewith my findings:

"Mr. Pless did find some pups (I could not ascertain their blood line, but they appeared to be a cross between a hound and a Haywood County Ground Hog), and crawled under a barn to get them. This barn is built close to the ground, although Mr. Pless did get the pups, his back was covered with bruises and abrasions from bumping against the joists of the barn. Medical attention was necessary, (three trips to the doctor and the purchase of a great number of different kinds of balms and ointments). I have checked both the bill of sale and the necessary medical bills, and I find that after paying for the medical treatments out of the amount received for he pups Mr. Pless had exactly 17 cents left. He contacted the Caledonia Advisory Board as to the disposal of this amount, and it was decided to invest the whole amount in chewing gum and give one stick each to each Democratic candidate for office who came down here soliciting votes between now and May 29th."

I trust that the above finding will prove satisfactory to all who are interested in Caledonia Canines Inc.

Yours very truly,
T. F. Savage

Army Making Repairs On Waterway Bridge

Coinjock.—In order to permit reconstruction of a timber bulkhead, the Wilmington District Engineer of the Department of the Army has set up a schedule of times at which the bridge on U.S. 158 over the Intracoastal Waterway here is to be closed.

Initial announcement of the closings was made on May 17, and work has already been done on the bridge at specified times on May 21, 24, 25, 26, and 27. In addition to this repair work, further work will be done on June 14, 15, 16, 17, 18, 21, 22, 23, and 24, during which days the bridge will be closed to all except emergency traffic between the hours of 9:00 and 11:00 a.m. and 1:00 and 3:00 p.m.

Announcement of the bridge closings has been made both by the U.S. Army Corps of Engineers and by Division Engineer T. J. McKim of the State Highway and Public Works Commission. Co-operation of highway employees in this area in calling the closings to public attention has been requested.

Two Games Are Won, One Is Lost Recently By Woodville Team

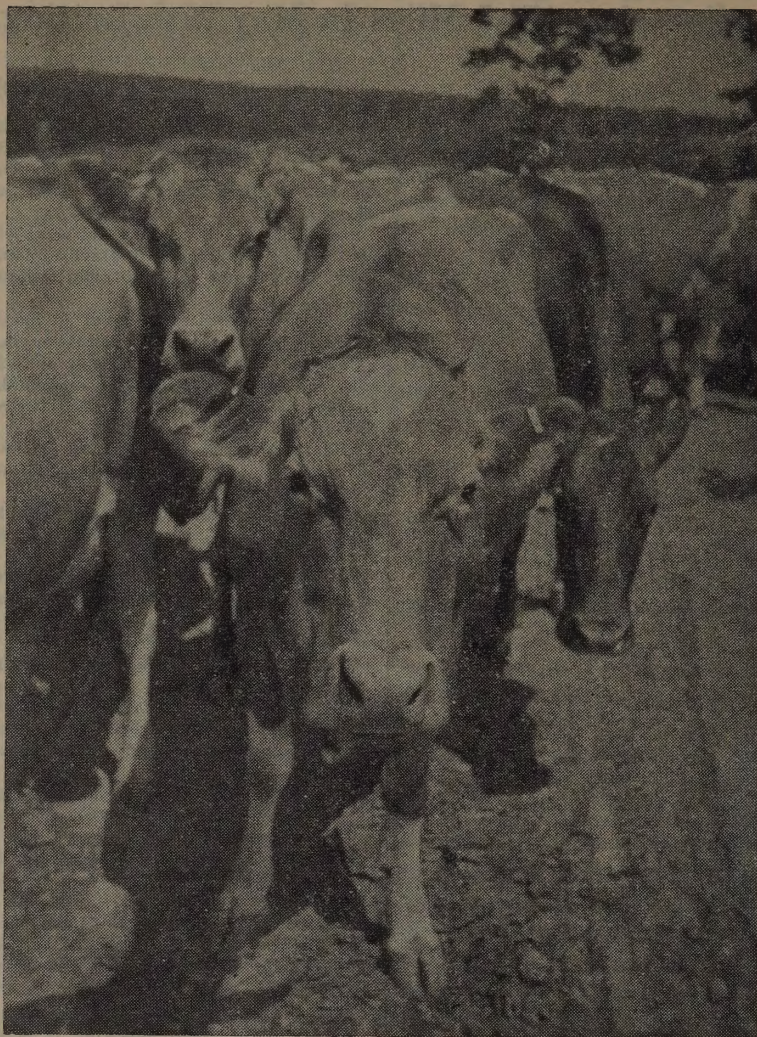
Hertford.—In three games played on May 10, May 16, and May 22, the Woodville Tigers, premier ball club of the Eastern Carolina Penal League, chalked up two wins and one loss.

On May 10, the Confederate Memorial Day holiday, the Tigers played the Gatesville Prison Camp and won by a score of 14-0. James Hardison pitched for the Tigers and allowed Gatesville two hits.

On May 16, the Tigers lost their first game of the season to the Chowan Bees, the Bees winning by a score of 9-3. Superintendent Fulghum reports that "the game was well played for the first three innings. Then those Chowan Bees began to string the Tigers and the Bees flew away with the game."

On May 22, however, the Tigers were back in form and won a game with the Winfall Aces by a score of 17-1. A report from the Tigers' mentor states: "For the Tigers Hardison was on the mound with Felton catching. Hardison struck out nine men and allowed only one hit, which was a homer by one of the Winfall players. Best knocked a home run out into the tall pines to bring in three men who had the bases loaded for the Tigers. Bonds and Hardison also got homers to bring in two men each."

M000-0-0



Staring right into the camera (above) is one of the prize cows in the Cary Prison Farm herd. Superintendent Macon Harrison reports that each cow in the herd is currently averaging three-and-a-half gallons of milk per day. ((Photo by Charles P. Snow.)

ACCIDENTS

(Continued from page one)

The Bridge Maintenance Department rose from tenth to second place, with no lost-time injuries and no equipment accidents. The Eleventh Division reported only one minor injury. In all other units there was rather considerable increase in injuries of all kinds."

"The total of 29 equipment accidents," Dodge reports, "is five

more than occurred in the previous month. However, the damage reported was very much less." Causes of injuries during April were: Handling objects, 11; use of hand tools, 12; striking against objects, eight; falling objects, nine; falls of persons, 10; operation of motor vehicles, eight; operation of other vehicles, seven; operation of machines, seven; contact with hot substances and flames, six; insect or snake, 2; and miscellaneous, 14.

APRIL ACCIDENT RECORD

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE
Fifth Division	1	0	0.0
Bridge Mts. Dept.	11	0	0.0
Tenth Division	10	1	5.6
Third Division	13	1	5.9
Second Division	10	1	6.5
Ninth Division	14	1	6.7
Fourth Division	12	1	6.9
Sixth Division	12	2	1.0
First Division	12	2	11.5
Eighth Division	12	2	11.8
Seventh Division	15	2	11.8
Eleventh Division	1	0	0.0
ALL UNITS	123	13	6.96

Rotarians Hear Burch Discuss Traffic Data

Raleigh.—Members of the Rotary Club here on May 24 heard an outline of North Carolina's highway planning procedure presented by Engineer of Statistics and Planning James S. Burch.

Stressing the magnitude of the State's highway construction and maintenance job, Burch told the Rotarians that first-hand knowledge of all of the miles of the State road system is impossible for any one man. Road problems are not only of critical importance to every North Carolina citizen, Burch said, but they are continuous. The public idea that a road, once built, is permanent, is entirely erroneous, he emphasized. Further, he pointed out that roads must be so built that the road system as a whole is economically sound and is able to finance itself from tax revenues.

The business of the Division of Statistics and Planning of the Highway Commission, he asserted, is to make available the data and facts about traffic which are necessary to the construction and proper functioning of an adequate highway system. Toward this end, he told the Rotarians, a constant check on traffic flow and volume over representative sections of the State's highways is being made by North Carolina's highway organization.

"Do You Know" Answers

1. Highway and Road Fork are both in Kentucky. Roads End is in California, and so is Cross Roads. But there is also a Cross Roads, Ark., as well as a Cross Roads, Mo. And to make things more interesting for the postal clerks, there is a Crossroads, N. M.

2. On Jan. 1, 1947, there were 41,750 postoffices operated by the department in the United States and its territories and possessions.

3. Delaware, with 80,690 registrations, and Nevada, with 58,743.

4. Maryland showed only a 2.7 per cent increase in registrations in 1947 as compared with 1946, to trail all states. Maine the percentage leader, reported a 22.2 per cent gain. However, the District of Columbia had an increase of 22.6 per cent.

5. An English law passed in December, 1864, provided that the speed of mechanical road vehicles must be limited to 4 m.p.h. in the country and 2 m.p.h. in towns, and that each vehicle must be preceded by a man on foot carrying a red flag.

From "Better Roads"